



Official Publication of The Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

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THE COVER: PCC #426 is shown at speed on the Como-Harriet-Hopkins line Minnehaha Creek trestle, eastbound from the Brookside Loop in Winter, 1953 - exactly two decades ago! In the final year of Twin Cities PCC trolley operations, car #426 would be sold to Mexico City and soon begin a new life of service in that distant Metropolis. Trolleys are noted for their longevity; car #426 is still in active service! The Twin Cities 300 series PCC was so typically TCRT - wider, bigger, built for 2 man operation and specifically designed by and for TCL operating conditions. Throughout its long history TCRT management was never satisfied with anything but its own unique custom fabricated rolling-stock. In coming issues of the "Minnegazette" we will revisit the TCL/PCC in depth. And, in the not too distant future, one of these superb streetcars may return to service on the Como-Harriet - resplendent in its original standard yellow and forest green livery.

THE ANNUAL MEETING & ELECTION OF OFFICERS

"The best laid plans ... often go astray" is an old cliché, but entirely appropriate to MTM's proposed January dinner meeting.

Due partially to a lack of response and the sudden unavailability of our originally scheduled meeting place, the entire affair was cancelled. Instead, our annual meeting was held Sunday, January 28th on the first floor Auditorium of the Northwestern National Life Insurance Building on the lower Nicollet Mall in Minneapolis.

The last minute change was announced to the Membership via special post-card mailing. Outgoing Secretary Bill Cordes read the minutes of the previous MTM meeting. President John Stein then highlighted MTM's most successful year just concluded. He was followed by other Museum officers who related details relative to their particular spheres of activity. During the proceedings our election of officers for the coming year was conducted. Selected by membership ballot for MTM stewardship in 1973 were; President - John Stein; Executive Vice President; John Diers, Vice President, Public relations, Paul Joyce; Vice President, Traffic, Frank Sandberg; Vice President, operations, Scott Heiderich; Vice President, Publications, Norm Podas; Treasurer, Russ Olson; Secretary, Dave Norman. Byron Olsen was reappointed as Corporate Legal Counsel for the Museum. Additional official Museum appointments for 1973 were also made. In addition to his election as Secretary, Dave Norman is also selected as MTM membership secretary; Bob Dumas is Safety Director, Bob Renz; master mechanic and Theodore Kane MTM auditor.

The very interesting evening was brought to a close by an update, situation report on DSR/TCRT car #265 and a showing of Harriet Streetcar Line film footage taken by WCCO-TV during the 1972 season.

THE LAKE HARRIET STREETCAR AND OTHER PROJECTS

-A Progress and Planning Report - by George Isaacs

As in previous years, this report is dedicated to those of you who, by your help, both physical as well as financial, have made significant contributions to the Lake Harriet restoration. In 1972, we accomplished the following:

- Laid and ballasted 1300 feet of track up to the William Berry Bridge
- Erected 51 line poles
- Purchased 4000 feet of trolley wire.
- Rebuilt our engine and generator.

This was accomplished by members volunteering over 2500 man hours and the expenditure of \$4600 donated by members, foundations and from operating revenues. Again, we are proud to have contributed substantially to the work of Historical Preservation in our area - for citizens of all ages to enjoy - without the expenditure of one cent in public funds.

The Plans for 1973!

This year we will continue our efforts at Lake Harriet as well as complete those projects we somehow did not get to in 1972. Starting in April, we will begin work to:

- Erect span wires and trolley wire
- Build solid state power supply for operation on Northern States Power
- Install a 200 foot siding at Linden Hills car barn
- Build temporary steel storage shed (12' W x 24' L x 7' H) under Linden Hills Bridge

And, early in the summer, we will be working at Minnehaha Park to accomplish the following:

- Repaint Minnehaha Depot and refinish floor
- Put a fiberglass roof on NP coach #1370

To accomplish these goals will require the full support of you, the member, and the expenditure of \$8000 which includes \$4253 to NSP to bring three phase power to the Linden Hills car barn.

Again, the 1973 MTM program is both a challenge and a Golden Opportunity.

MEMBERSHIP ROSTER 1973

Enclosed with this issue is your copy of the recently published MTM 1973 Membership Directory. Comparing it with the 1972 directory, you will note an almost 35% increase in our membership ranks. In evaluation of this growth, we can only surmise that there are many citizens who share the founding dream to preserve and protect Minnesota's colorful Transportation History and to provide our young with a living glimpse of what once was common but now discarded. We welcome our new associates and hope for many more in the coming annum. Why not help sign up a new member today. Do your part to help MTM grow!

POLLUTION FREE in '73'

Accompanying the "Minnegazette" is a copy of the new '73 Harriet appeal Flyer. This is the year we re-electrify and we desperately need funds for this monumental work! The job can only be accomplished through the whole-hearted support of our membership and public donations. Use this flyer where it will do the most good. Contribute and ask others to give so that we can go back on our trolley in 1973.

SPRING GENERAL MEMBERSHIP MEETING

The Spring membership meeting of MTM has been set for 8 p.m. Tuesday, March 20th, 1973 in the first floor auditorium of the Northwestern National Life Insurance Building on the Nicollet Mall at Washington Avenue in downtown Minneapolis.

An interesting program including an up-to-date progress report on the Harriet project is planned. Members and guests are cordially invited to attend.

CARLINE TO REOPEN MAY 26TH

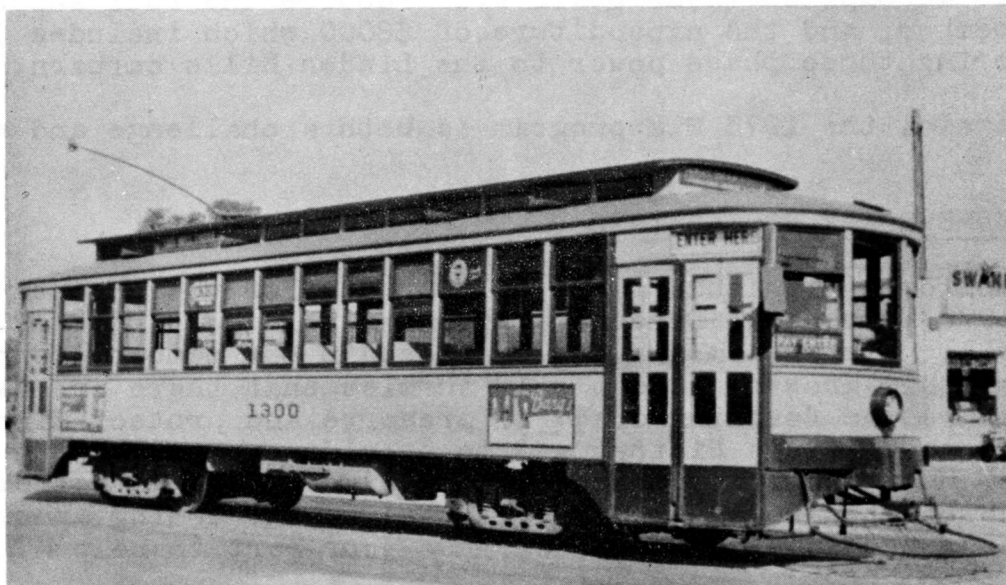
The long '73 Winter sojourn is almost over - and the Como-Harriet Line will reopen for regular service on the 26th of May, 1973. Because Memorial Day falls mid-week this year, it was decided to begin operations the weekend previous. The full line will be in operation this year and our 'temporary' power generator car will only be used for a few months - until the electric overhead wire and power supply are ready.

Days and hours of operation will be as follows;

Friday - 6:30 p.m. until Dusk
Saturday 3:30 until Dusk
Sunday 1 p.m. until Dusk

Fare/donation - to perpetuate and further our restoration effort - will remain unchanged from 1972; 15¢ for children (under 12) and 25¢ for adults

We thought members would enjoy seeing this rare pix showing the Premier C-H car #1300 in actual service on the original Como-Harriet Line in downtown Mpls. circa 1951. Photo courtesy L.P. Cummings.





MINNESOTA STREETCAR MUSEUM

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